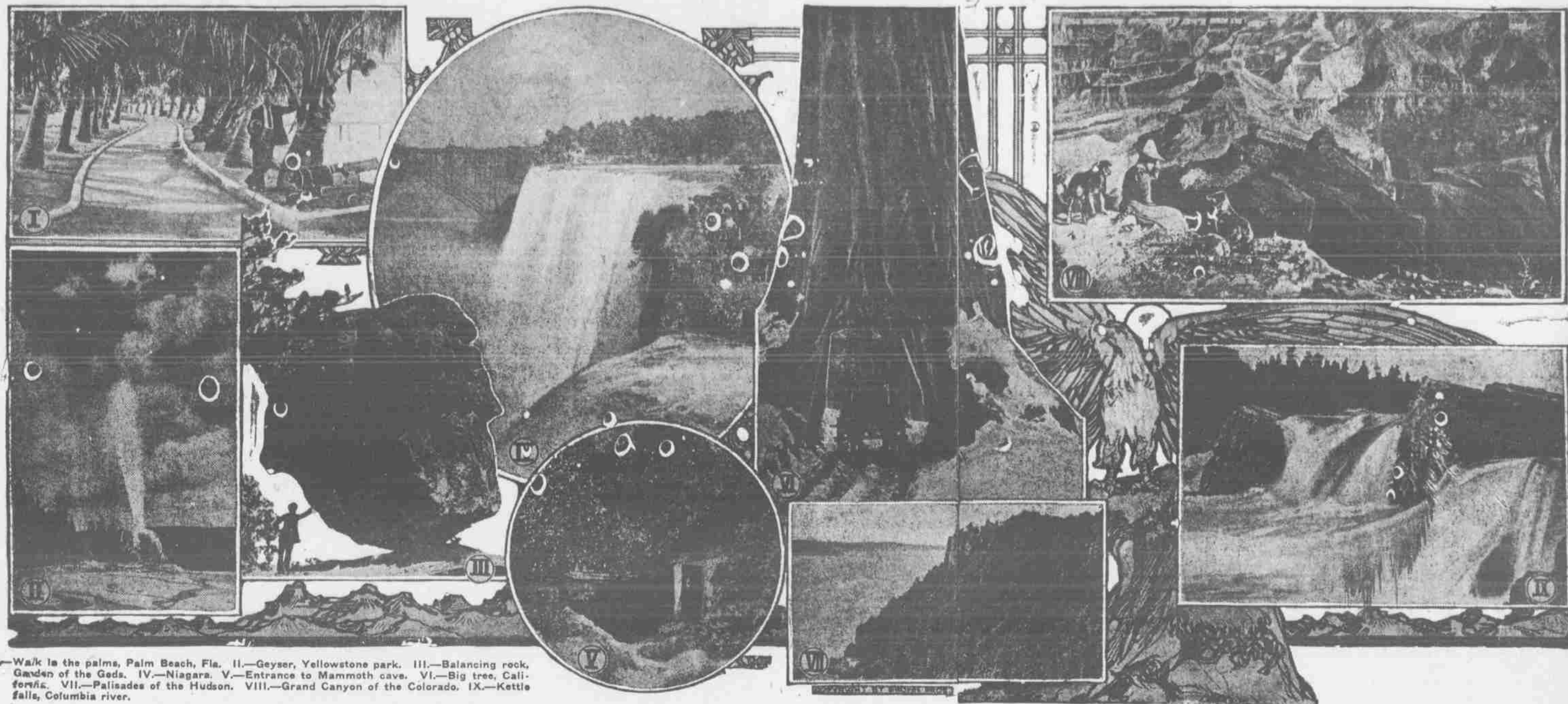


AMERICA'S INVITATION TO AMERICANS



I.—Walk in the palms, Palm Beach, Fla. II.—Geyser, Yellowstone park. III.—Balancing rock, Garden of the Gods. IV.—Niagara. V.—Entrance to Mammoth cave. VI.—Big tree, California. VII.—Palisades of the Hudson. VIII.—Grand Canyon of the Colorado. IX.—Kettle falls, Columbia river.

By CHARLES N. LURIE.

You and I, reader, know him—don't we?—the man who can tell you within a yard how high the great pyramid is, how many feet the leaning tower of Pisa is out of plumb, how wide the crack is in the great bell of Moscow and how animated the bund of Hongkong is in the afternoon,

yet cannot tell within a thousand miles where Yellowstone Park is situated or whether the Grand Canyon of the Colorado is in Colorado or Arizona.

There are plenty of persons, especially in the larger cities and towns of the United States, who tell with pride of their voyages to Europe and

Asia, but who know next to nothing of the glories and wonders of their own country. They are akin to Scott's man, "with soul so dead," who never took a good, square look around him, and called out, so all the world could hear, "this is my own, my native land," and, "gosh hang it, I'm proud of it!" To be proud of having

stood at the top of the Matterhorn is a good thing, a very good thing, but to be able to say that you have toiled the thin air at the summit of Pike's peak is better. To be able to say both with truth is best of all.

For some years there has been a vigorous "See America First" movement throughout the country. High

placed Americans have deplored the tendency of our people to turn their faces toward the beauties and the wonders of Europe and the other continents instead of toward those of their own country. But nothing official has been done in the matter, and hundreds of millions of dollars have been carried away and left abroad by our tourists, unchecked by anything save sporadic efforts by our railroads. Now, however, the matter has received official recognition in the call for a convention fixed for Baltimore. At the head of the movement is Austin L. Crothers, until January 1 governor of Maryland.

Our Scenes of Historic Interest.

Save for matters of historic interest, Europe has few things to offer to the tourist which America cannot duplicate or excel. And we are rapidly making up our deficiencies in that respect. Why, for instance, should an American traveler feel a thrill on stepping aboard Nelson's flagship, the Victory, lying at Portsmouth, England, when he has not trod the deck of our own Old Ironsides, laid up in honorable retirement in the Charleston (Mass.) navy yard? Gettysburg is every whit as interesting as the battlefield of Waterloo, and Washington's tomb at Mount Vernon should arouse quite as much sentiment at Westminster abbey.

The Alamo in San Antonio belongs more to us than does Thermopylae, however much we may know about that famous fight. There are too many Americans who can tell you just how many men Leonidas lost in that justly celebrated battle, but they do not know how many warriors, of good American stock, with Crockett and Bowie, who stood off thirty times their number of Mexicans until all were killed.

As for natural scenery, why, we have Europe and Africa and Asia and all the rest of the world lying in the seven seas excelled so far that there simply is no comparison. Nothing, not even the great Victoria falls of the Zambesi in Africa, advertised recently as more wonderful than Niagara, can take away the glory of the awe inspiring waters which hurl themselves over the cliffs when the great lakes leap forward in their haste to join the ocean, hundreds of miles away.

Whoever has hurried to scale the Alps or the Andes or the Himalayas without having seen the wonders of the Rockies should feel the glow of shame when the matter is called to his attention. If you have gazed upon the beauties of the rose embowered Riviera and have not stood bathed in California's golden sunshine or Florida's semitropical climate you have not been a good American, and you have not fulfilled your destiny, which is to

feel in every fiber of your being that in all the things which go to make up a country favored by Providence America stands supreme.

British Opinion of One American Place.

In a recent number of Collier's Weekly it is written:

"A British officer writes to us wishing to know how many of the Americans who flock to Europe in search of climate and scenery have ever heard of a little place called Pass Christian. This officer has traveled in most parts of the world, and if he were asked what was the best all year round climate he knew he would answer unhesitatingly in favor of this little place on the gulf. Residents of New Orleans go there for the summer, and a few Englishmen visit occasionally to shoot ducks, snipe and deer."

Fellow countrymen, this nation is rich in Pass Christians (or Passes Christian, whichever is correct) whither few Americans and a few Englishmen favored with sound sense and an appreciation of nature's charms go each year. Pass Christian is in Mississippi, on the Gulf of Mexico.

Is the gulf region too far south for you? Try the great lakes country, the land of the wonderful inland seas, unique in the topography of the globe, and set in many places amid scenes of beauty and grandeur.

It is an undeniable fact that every state in the Union offers something of interest to the tourist. Where the hand of nature has been laid gently on the face of the earth there are scenes of gentle beauty, such as are offered by the quiet English meads or the low lying fields of Holland. Our seacoasts abound in islands equal in most respects to Capri or the Ionian islands which guard the shores of Greece.

Save for the storied castles which crown the heights of the Rhine, that river has no point of pictorial superiority over the Hudson, and persons who have traveled down the former stream from Basel to Cologne and have steamed up the Hudson from New York to Albany in the summer or fall have testified to the comparatively greater beauties of our own river. To have seen the Rhine and the Thames and not have beheld the glorious beauties of our own Hudson, both above and below West Point, and at the point itself should be not a badge of honor, but a mark, almost, of disgrace. And the upper Mississippi for at least 500 miles is equal to the Hudson in scenic beauty.

Our Splendid Mountain Scenery.

Where the formative power of the universe has upreared "bastions in the air" America need fear no comparison with Europe or Asia or

Africa, although the other continents can boast of mountains higher than our Rockies. He must be a glibton of beauty and grandeur indeed who cannot find enough to satisfy him in our wonderful western ranges. The middle west has its Ozarks and other minor ranges which offer scenes of delight to the sightseer, while the east may boast of the Alleghenies, the Adirondacks, the White mountains, the Catskills, the Blue Range and others. Our broad rivers and our lakes, both great and small, vie with the best that Europe can offer. In addition, we have our peculiar charms, such as the Mammoth cave of Kentucky, the Natural bridge of Virginia, the gigantic sequoias or redwoods or "big trees" of California, the Yosemite valley in the same state, the Dalles of the Oregon, the Everglades of Florida, the geysers of the Yellowstone, the petrified forests of Arizona.

Turning from the work of nature to that of man, we find that even here America has much to offer to the sightseer, even though we cannot hark back to the thousands of years of history which have left their impress on other continents. Lovers of art must still go to Europe to see the best specimens of the works of the masters, but even that defect in America is being remedied. The great collections in our cities contain enough art to satisfy all but the specialists, and our sculptors have adorned our streets and public places with statues equal in many cases to Europe's best.

Means of Travel Becoming Better.

Means of travel are improving each year in this big country of ours. The transcontinental railroads and smaller systems are making special efforts to attract the traveler and afford for him comforts and conveniences. Distances are greater here than in Europe, it must be admitted, but even the tedium of a long journey may be mitigated by the reflection that every mile of soil over which one passes belongs to one's native land. Only in one thing must we hang our heads in shame and own up to Europe's superiority. That is in the quality of our roads. It must be confessed that road travel, in automobile or horse drawn conveyance, on horseback or mule back or even afoot, is not nearly so comfortable here as it is abroad. But we are rapidly coming to a realization of our shortcomings in this respect.

Senator Hitchcock of Nebraska denounced before the Senate the proposed arbitration treaty with Great Britain, claiming that it would result in the adoption of a system in practice among the monarchical powers.

Hydroaeroplane, Which May Displace Aeroplane

Only three years after the aeroplane took its place on the list of the world's greatest inventions, it is already threatened with the scrap heap. The marvelous "heavier than air" flying machine, hailed on its appearance as the latest and greatest of the fruits of man's ingenuity, is already a back number, obsolete or, at any rate, obsolescent, say authorities on mechanics. Its place is to be taken by the hydroaeroplane, which is able to fly in the air, float on the surface of the water or drive along the waves at speed and move on wheels on the surface of the earth. Such is the newer, greater, more useful machine on which the inventors have concentrated their energies successfully. The aeroplane is the thing of yesterday; the hydroaeroplane is the

machine of today and tomorrow.

This dethronement of the aeroplane from its high position is one of the most remarkable of recent scientific achievements. Probably never before in the world's history has an invention of revolutionary importance enjoyed so short a reign. It is not that the aeroplane is standing still on the plane of development which it has reached. It is the subject of constant experimentation and constant improvement, but in the opinion of many authorities on flying it must yield first place to the hydroaeroplane, in view of the tested efficiency of the latter machine on the water, in the air and on the land. So many successful trials have been made of the hydroaeroplane that it can be called an experiment no longer. It is

a distinct success, as great in its way as the first Wright aeroplane.

Briefly described, the hydroaeroplane consists of a flying machine fitted with pontoons or a boat, whereon the machine rests when it descends to the water's surface. At the will of the operator the motor pushes it ahead on the water or he rises by the use of his planes, as in ordinary aeroplaning. The machine has, then, the ability to descend to the water or to rise therefrom, making it an invaluable aid in naval operations. Such feats as those of the late Eugene Ely, who was the first man to fly to and from the deck of a warship in an aeroplane, will be common in the days to come, and it is easy to imagine a monster battleship surrounded in the air and in the

water by a flock of these air sea birds, ready at all times to convey messages to friendly warships or to spy out the positions of the enemy. Turning to the use of the hydroaeroplane for peaceful purposes, it is worth noting that its availability for carrying mail to and from steamers has been suggested.

"We have today flying machines which fly as well over water as over land, if not better," said Andre Beaumont in a recent number of the Scientific American. "Let us make use of them at once, such as they are. That is the most urgent point, and afterward we can apply ourselves to the long and arduous task of making them veritable sea birds."

"Maritime aviation exists already in latent fashion. To co-ordinate its elements and to know how to set them in motion would be to endow the machine with this new service, which might be to it of so much assistance."

In the picture may be seen two recent specimens of the hydroaeroplane. They are those of Glenn H. Curtiss, American, and Signor Forzani, Italian. Mr. Curtiss is now the foremost American advocate of the air flying and water skimming machine, having experimented with it for about a year. It is the Curtiss hydroaeroplane that has been adopted for the United States navy, at least for the time being, and the Russian admiralty has also commissioned Mr. Curtiss to furnish machines for the Czar's navy. Other American manufacturers have taken up the hydroaeroplane, notably the Wrights and the Burgess-Wright people.

The Italian machine illustrated utilizes the power of the waves directed against inclined planes similar to those of the aeroplane. The photograph was made recently as the machine was being tested successfully on one of the lakes in northern Italy. The speed attained was seventy kilometers or about forty-five miles an hour.

Walter Brookings, who is as much of a veteran aviator as any man can be, is building an aeroplane for work overseas. It will be a nonsinkable combination of a high power motorboat and a Wright biplane, will have abundant carrying capacity for fuel and food, and Mr. Brookings believes he will be able to cross the ocean in it. WALTON WILLIAMS.

